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27 September 1965

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MEMORANDUM FOR THE RECORD

SUBJECT: Access to Technical Information for SST Contractors

1. On 16 September 1965, Gen. William F. McKee hosted a meeting at the Pentagon to discuss the dissemination of available technology to those contractors involved in the Supersonic Transport program. In addition to representatives from AFRDR, FAA and OSD were senior officials from Boeing, General Dynamics, General Electric, Lockheed, North American, and Pratt & Whitney. The Lockheed and Pratt & Whitney representatives were [Redacted]

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2. Gen. McKee emphatically pointed out to the group that the President had directed him to develop an SST as quickly as possible. He further stated that expeditious development depends entirely on the ease with which available technology can be disseminated to those concerned. He noted that the President was particularly interested in economy and wished to avoid "duplicate discovery." In citing the programs from which experience must be elicited, Gen. McKee specifically mentioned the F-111, B-58, XB-70, YF-12A, and SR-71 programs.

3. The dissemination of technology is to be coordinated by FAA and OSD. Gen. McKee and Mr. Vance have designated as the focal points Mr. Joseph Howell, FAA, and M/Gen. Allen T. Stanwix-Hay, Director of the Office of Technological Data and Standardization Policy. AFRDR, coordinating as necessary with OSA, will of course serve as a fulcrum in any negotiations involving the YF-12A and SR-71 programs.

4. In order to facilitate the release of technical data, it is envisioned that a System Project Office will be established within Aeronautical Systems Division at WPAFB. The SPO will include veteran participants in all of the programs mentioned above. FAA will submit to the SPO, via OSD, a list of individuals associated with SST development who have a need to know regarding the technology. FAA estimates that

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90 engineers will fall in this category. After an initial briefing by the SPO which will outline the problem areas and identify the contractors in possession of the solutions, the engineers will visit contractors as appropriate to gather further data. Of primary concern is propulsion, structure, electrical, electronic, hydraulic, air conditioning, and fuel systems information.

5. It is apparent that the President has eliminated the need for debate as to whether or not we should cooperate in this program. Even if this were not the case, our wholehearted support is obviously warranted. It is thought that YF/SR technology can be effectively revealed within that context, without compromising the OXCART program. In fact, this has been done to some extent ever since the surfacing in early 1964. Security control at a minimum of military ~~SECRET~~ will be necessary for some systems, since it would certainly be unwise to openly reveal to the opposition our advancements in such fields as inlet controls. Other basic technology may be released on an unclassified basis. A classification list including all of the required data will soon be developed by the SPO, with the assistance and guidance of SS/OSA.

6. It would seem that the primary task in this endeavor is the continuing education of the contractor to reveal flight experience and problem areas within the YF/SR environment, without compromising A-12 development. It will also be necessary to reveal some of the contractors involved under appropriate security safeguards, without permitting open identification in the news media. As has been often stated, our primary assets now lie within [ ] and the capabilities associated with it. In this regard, there is no change in OXCART security, and any subsequent technological admissions should not be construed as a relaxation of any sort in OXCART security.

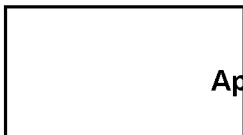
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Chief  
Security Staff, OSA

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